

AERONAUTICAL RELIABILITY REPORTS

*****Check TI 4100.24 III 61 for ARR report procedures. *****

**This report covers Aeronautical Reliability Reports (ARRs),
received or in process during the three month period 07/01/04 to 09/30/04.**

ARR Number Key

Section	Location	Shop Title	Designation
AVN-331	OKC	Maintenance & Modification	A
AVN-332	OKC	Line Maintenance	B
AVN-		Reserved	C
AVN-		Reserved	D
AVN-334	OKC	Maintenance & International	E
AVN-	OKC	Reserved	F
AVN-	OKC	Reserved	G
AVN-326	OKC	Aircraft Support	H
AVN-335	OKC	Accessories & Test Equipment	I
AVN-324	OKC	Quality Control	J
AVN-311	ACY	Atlantic City L S	K
AVN-312	ANC	Anchorage L S	L
AVN-313	ATL	Atlanta L S	M
AVN-314	BTL	Battle Creek L S	N
AVN-316	SAC	Sacramento L S	O

The ARR0904.XLS table is sorted by date.

AR#	Date	N	ATA	ITEM	PN	SN	CLOSE
A3012	11/03/03	N69	2400	Inverter	501-1329-01	1476	09/08/04
K4001	01/20/04	N75	3233	Actuator NLG	112-380022-21	918	09/07/04
A4001	03/08/04	N85	3418	SPS Computer	600-59152-29	038-008	07/12/04
A4002	03/08/04	N87	3418	SPS Computer	600-59152-29	1048	07/12/04
O402	06/09/04	Stk	3434	Marker Beacon	D5100	38	07/02/04
O403	06/09/04	Stk	3434	Marker Beacon	D5100	55	07/02/04
A4006A	06/21/04	All Be300	3200	Upper MLG Brace	101-810081-3		07/08/04
K4010	08/12/04	79	4324	Printer Plotter	FA84.9-001	8605195	09/07/04
K4011	08/12/04	Stk	4324	Printer Plotter	FA84.9-001	8605195	09/07/04
N43	08/12/04	59	2610	Fire Detection System			
A4007A	08/14/04	76	3200	Landing gear	101-810045-1	OKC 04-033	
K4013	08/27/04	79	4324	Printer	FA84.9-001	8603185	09/07/04
K4014	08/30/04	Stk	4324	Printer	FA84.9-001	8603185	09/07/04
O404	08/31/04	73	6140	RPM Gauge	101-384157-5	84-0238	
O405	08/31/04	58	5533	Delta Fin L/H	6012108-023-623		
K4015	09/02/04	59	7240	Engine, Combustion			09/24/04
A4008A	09/03/04	54	5533	Delta Fin L/H	6012108-023-623		
O406	09/07/04	57	5533	Delta Fin L/H	6012108-023-623		
A4005	09/14/04	98	2430	DC Generator	23080-005	4586	09/22/04
K4016	09/28/04	67	6112	Prop. Deicer Harness Tywraps.			
N44	09/29/04	66	7931	Oil Press Switch	50-389121-15	6124	

AR#	DISCREPANCY	CORRECTION	DISPOSITION
A3012	#1 inverter inop on first launch, replaced inverter everything ops checked good.		Available data indicates no adverse trend. Current reliability of component is acceptable.
K4001	During landing gear extension in flight, NLG failed to extend all the way. NLG green light did not come on with a red handle. After several attempts landing gear achieved down and locked configuration. After several attempts while aircraft was on jacks, problem did duplicate by bumping gear down. Pump would shut off, but gear would not show green light. Replaced actuator and malfunction did not duplicate by bumping gear or full swing.	replaced actuator, op check good.	Available data indicates no adverse trend. Current reliability of component is acceptable. ATA will be monitored.
A4001	After replacing the -21 with the -29 stall computer, intermittently both pilots and copilots stall fail light would illuminate. Removed this unit and installed another -29 stall computer and the system operational checked good		Available data indicates no adverse trend. Current reliability of component is acceptable. Will continue to monitor discrepancies by ATA..
A4002	After replacing the -21 with the -29 stall computer, intermittently both pilots and copilots stall fail light would illuminate. Removed this unit and installed another -29 stall computer and the system operational checked good		Failure not confirmed, unit meets all AMETEK spec. requirements.
O402	Failed Ramp Cal.		Reviewed bench check procedures and requested manual supplement to provide procedure to tune antenna on aircraft.
O403	Failed Ramp Cal.		Reviewed bench check procedures and requested manual supplement to provide procedure to tune antenna on aircraft.
A4006A	Corrosion in the threaded area at the lower end of the main landing gear upper brace. There has been at least an 80% rejection rate of these items. The cost of this item is \$5737.08 each.	Coat the threaded area with loctite brand "zink anti-seize" or an equivalent to try to prevent the corrosion issue.	EO 99-28-21 provides corrosion prevention. See MAB 04-07
K4010	During launch airborne tech replaced paper roll. Upon restart there was no paper quantity light illuminated. "Chart Mode" was intermittent. Paper would not advance. Recorder would not respond to any keyboard or printer button commands. Replaced printer an system op OK.	Recommend cause of failure be determined for trend analysis.	Available data indicates no adverse trend. Current reliability of component is acceptable.
K4011	After installing printer in aircraft power was applied. The printer began running self-test and halted with a "RST80000-ID" (or something very similar) in the red LED readout. Another printer was installed in the aircraft and ran OK.	Recommend cause of failure be determined for trend analysis.	Available data indicates no adverse trend. Current reliability of component is acceptable.
N43	The crew reported the RH engine fire light illuminated during taxi to the runway for departure. The crew retarded the RH engine to cutoff, but the fire light remained illuminated. The crew pulled the fire "T" handle, the light remained on. They proceeded to activate the RH fire bottle which terminated the fire light immediately. The crew shutdown the LH engine and exited the aircraft.	Maintenance inspected the RH engine and found no evidence of a fire. The fire detection loop was inspected and was repositioned. A chaffing wire for the fire detection system was also repaired. A replacement fire extinguisher bottle was installed and an operational check on the detection system was accomplished with no discrepancies noted.	
A4007A	Axle and piston assy has an oversized bolt inserted. Bolt should be a 130909B148. !/4 " bolt is an 3/8 in no P/N. 4128.2 Chp 32-10-10 Ind 72		

K4013	Printer started to fade and streak throughout a week of flying until it failed	replaced printer	Available data indicates no adverse trend. Current reliability of component is acceptable. Unit bench checked no defects noted.
K4014	Printer wont feed paper just like the last time it was repaired on 5/12/04. per work order RF4-0149.	replaced printer	Available data indicates no adverse trend. Current reliability of component is acceptable. Unit bench checked no defects noted.
O404	Unit does not indicate anything, completely dead		
O405	Found crack at lower skin at attaching flange 12 inches from leading edge about 13 inches long. Also found honey comb inside of fin delaminated. (lower surface next to crack) There is also at second rib at top flange of rib a crack 6 inches long. (near leading edge)		
K4015	After Lear 60 aircraft N-59 went through engine hot section / Mod, engines make load noise during start up. Noise was not there prior to engine removal / hot section / mod.	Review noise issue with technical representatives and inform work force that noise is normal (if it in turn, is normal). Please enter into Maint. Advisory program.	Available data indicates no adverse trend. Current reliability of component is acceptable.
A4008A	Removed L/H Delta Fin for compliance of MAD 04-05. 3/8 " long crack found on the leading of the inner web.		
O406	Crack found on internal rib at forward end about one and one quarter inch long. There was a repair done at the top flange of the internal rib on 01/10/03 with 3001.4 hrs showing. The crack now is on the bottom flange		
A4005	Main terminal on generator is installed too short. After the leads and lock nut are installed, there are no threads protruding through lock nut. There is a noticeable difference between the heights of the two studs "E and B". To have enough for one or two threads sticking out the length needs to be about one and one quarter inches in length		Contractor made aware of problem through parts department contact 09/16/04
K4016	Remember an ARR I filed back in December of 2000 pertaining to Be300 prop deicer boot tywraps cutting and cracking spinners ? Well N-67 is here from Atlanta and it's the second reoccurrence I've seen of the same problem since 2000. The tywraps on all eight blades had loosened up and slipped down the blade (centrifugal force) and into the spinner. The fix for this was to address it in the manual. Being this was the second one since 2000, I went over the manuals to see if the change was ever entered. It is addressed in the Be300 maintenance manual 61-10-00 (props), but not in the 30-60-00 (anti ice and deice section). In other words, if you go by the procedures outlined in the deice section, it has no particular info on the tywrap situation, but does have specifics on how to change a deicer boot. Maybe that's what someone went by to get us into this situation with N-67. No fault on their part.	recommend a full review of this situation and application of changes to all manuals that could be used in repairs.	

N44	<p>The crew reported while in flight the RH engine low oil pressure warning annunciator illuminated. The oil pressure indication was 60 PSI, reducing to 50 PSI within two minutes. They pulled back the RH engine to idle and landed at TOL. When maintenance arrived they discovered the accessory gearbox completely covered in engine oil, making determination of where the oil was coming from difficult. They washed down the engine, serviced the oil and had the crew run the engine. The leak was immediately evident. The low oil pressure switch was streaming oil out the weep hole on the switch body.</p>	<p>No switch was in stock at BTL, so a switch was cannibalized from N70 and delivered to the mechanic in TOL. The switch was installed and an operational and leak check was accomplished. No leaks were noted. The aircraft was released and the crew continued on with their mission. The switch was installed 18 hours ago. The switch had been installed for the exact same problem on 08/27/04, oil leaking from the weep hole. This switch failure could be a potentially serious problem. The RH engine lost approximately 6 quarts of oil. This particular switch was manufactured the third quarter of 2004 by NEO-DYN for Beechcraft</p>	
-----	--	--	--